(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) Government of Gujarat had de-notified Vadinar portion from limits of Salaya minor port and by another notification issued by the Government of India on the same day, the de-notified Vadinar area was included in the limits of Kandla Port. The denotification by Government of Gujarat did not limit use for import of crude for IOC refinery.

(b) The Vadinar area comes under the purview of Kandla Port Trust, hence KPT is competent to grant permission for setting up of Essar Refinery.

(c) No, Sir.

(d) Does not arise.

(e) Does not arise.

Improvement in productivity of major ports

413. SHRI SURESH PACHOURI: Will the Minister of SHIPPING be pleased to state:

(a) the present status of augmentation of capacity and improvement in productivity of major ports;

(b) the efforts being made in this direction during the Ninth Five Year Plan;

(c) the strategy proposed to be adopted during the Tenth Five Year Plan; and

(d) whether these efforts will improve the operations at major ports?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) to (d) The total reassessed capacity of Major Ports as on 31.3.1997 at the beginning of the 9th Five Year Plan was 219.55 million tonnes. The total capacity in Major Ports as on 31.3.2001 was 291.45 million tonnes. It is anticipated that the total capacity in Major Ports as on 31.3.2002 at the end of the 9th Five Year Plan will be 344.40 million tonnes. Thus, the total capacity addition in the Major Ports during the 9th Plan period is expected to be 124.85 million tonnes.

There has been a steady improvement in the major efficiency indicators of these Ports. The comparative figures of these indicators during the last five years are given below:

	1996-1997	1997-1998	1998-1999	1999-2000	2000-2001
1. Average pre-berthing waiting time on Port account (days)	1.7	1.2	1.0	0.9	0.5
2. Average turn round time (days)	7.5	6.3	5.7	5.1	4.1
3. Average output per ship berth day (Tonnes)	4497	4912	5167	5871	6701

During the 10th Five Year Plan, it is proposed to enhance capacity and improve productivity with focus on measures aimed at modernisation, rendering cost effective services, enhancement of service quality, commercialisation through corporatisation and increased private sector participation in major ports.

Reduction of time and cost in shipment

414. SHRI SURESH PACHOURI: Will the Minister of SHIPPING be pleased to state:

(a) whether delays in shipments and additional costs make out exports uncompetitive; and

(b) the steps taken / reforms introduced to improve the situation resulting in lower costs and reduction of time in shipment?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) and (b) Evolving plans, policies and procedures to facilitate shipments and to reduce time and transaction cost for exports is a continuous process and is undertaken by various Ministries of the Union Government. Ministry of Shipping has taken steps to improve efficiency at ports by way of their modernization/mechanization better managerial practices removing congestion, improving rail/road connectivity. Department of Commerce have commissioned studies pertaining to dwell time and airports,